



SOUTH AUSTRALIAN SOCIETY OF MODEL AND EXPERIMENTAL ENGINEERS INC

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On the cover of this Bulletin is member Jack Soames, winner of the trophy for “Locomotive Judged Best Exhibit” at the recent AALS Convention. More on this and the SASMEE trophy in this edition.

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EDITORIAL

Communication

A full diary! The next few months will be an exciting time at SASMEE.

At the Royal Show (3rd to 11th September) there is an exhibition of model trains contributed to by SASMEE. If you are at the Show, drop by and say Hello.

Sunday 25th September will be the Boat Pond Regatta. Even if you are not a Boatie, come along and enjoy the day.

The Halloween run is planned for the Saturday 29th October. It has been a couple of years since the club has run this, so it should be a scream.

The Webb Weekend, celebrating one hundred years since Commissioner W A Webb joined the South Australian Railways will be held on the weekend of 5th/6th of November.

And the Christmas Members' Day on the Saturday 17th December will also host the Show and Tell/Auction.

All this combined with the normal bi-monthly Public Run Days. Details of each event will be published in due course.

Lots of action. Look forward to seeing you.

President's Annual Report 2021-2022 – SASMEE

Before I go on to the details of the last 12 months, I must acknowledge the amazing efforts that the members of SASMEE have made to keep the Club going in a positive way. I am especially thankful that this dedication has been consistent throughout my three-year tenure as President. A ship only runs well if the crew work well together, and in my view, they have done that in spades.

In particular, I thank my wife for allowing me to spend the time necessary to hold the office of President. Not only has she allowed me to do it, but has been a great supporter on the ground through her own efforts as Treasurer and Canteen Manager.

I also have much praise for our Secretary. This is a vital position in the club, and without a good secretary, chaos would soon reign supreme. Of course, the rest of the Committee must not be forgotten for their ongoing efforts– SASMEE is not an autocracy. Thank you all.

However, I cannot forget the efforts of all the other members who have;

- Worked from home on matters such as insurance, membership, and constitution review
- Many have worked on our field days doing the numerous tasks needed for success, including;
 - Setting up the Park, organising job allocations, and as;
 - Covid marshals,
 - Safety Officers,
 - Front gate operators,
 - Canteen assistants,
 - Boiler attendants,
 - Station attendants,
 - Train drivers and guards,
 - Rubbish collector.
 - and at the end of the day, putting everything to bed
- Many have also worked at working bees – designated and unofficial,
 - While the major projects grabbed the headlines with many contributors, there has been a steady conclusion to

numerous smaller jobs, that would normally go unnoticed. Examples being fixing the door of the disabled persons toilet, replacing the damaged wall and roof panels of the 5inch carriage shed, reworking the locking arrangements to the front gate. Of course, some jobs like raking up the leaves, and keeping the pond clear, just never go away!

- And through all that, our Auditors have kept us on the straight and narrow.

On the Safety front, I am happy to report that there have been no serious incidents involving injury to our patrons, or our members. We have also committed to assisting the AALS by submitting incident reports. The Risk Register also continues to be periodically reviewed.

We had a series of vandal attacks. One was actually on the night of the last AGM, where our front gate lock was inexpertly filled with glue. A more successful attempt ensued a little while later. After much on-site discussion, a modified locking arrangement was developed and put into practice, making it impossible to invert the lock. More recently someone tried to fill the lock with blue tack or similar. We also suffered several incursions via holes cut in our boundary fences. While nothing appeared to be stolen, there was more graffiti on some buildings. Our Landlord, the Unley Council kindly had their fencing contractors come in and repair the damage to the fences. Our members dealt (yet again) with the graffiti.

On a positive note, we have, I hope, been successful in improving the integration of members diagnosed as being on the Autism spectrum. In the past, there have been issues related to ignorance about Autism. While there is still a way to go, I believe we have made positive steps in the right direction.

Our membership has increased slightly in the last 12 months. The total number of members numbers at the end of June 2021 was 138. The total member numbers to start of July 2022 is 145. This total comprises

- Current Full members – 87
- Current Family members – 26

- Current Country members – 29
- Current Junior members – 0

Baby steps have been started in order to encourage more people (especially our patrons) to consider model engineering as a potential and satisfying hobby. While the trains and the rides they provide are a key element in our income stream, we must always remember that we are a model and experimental engineering club, and we need to foster those objectives if we are to survive into the future.

The Canteen continues to provide services, both to the general public, and also to our members – chips on field days, other goodies at special events. The income varies from event to event, and appears to have a slide when very large birthday party bookings occur.

This 12-month period started with the beginnings of Covid restriction easing. However, we still lost some field day revenue due to closures. On the positive side, we have had an extraordinary run of good weather for field days, even throughout summer. That came to a soggy end in early June, with significant wind and rain causing the first bad weather cancellation in a very long time.

Patronage has been gradually increased as we gained confidence in being able to provide a good service to our patrons. The numbers booking tickets has not yet returned to pre-Covid levels, and this is almost certainly due to the rash of cases since New year. There have been several last-minute cancellations due to Covid. However, I am thankful that our patrons have advised us of their situation, rather than just coming along and covertly risking us all. Despite our standard “no refund” policy, we have made exceptions in these cases.

Member participation at field days has been generally very good, with numbers ranging from 25 to closer to 40. Given that the latter represents 27% of the total membership, this is an excellent response.

On the major projects list, late 2021 saw the re-introduction of services on the five-inch track. This was the culmination of an enormous project undertaken as a result of identifying some basic faults with the “permanent” way.

To make sure that we didn't forget how to do big jobs, a major upgrade of the track signalling system was given the go ahead late last year. This resulted in part of the rear of the Park looking like a little World War 1 battlefield diorama, with trenches all over the place. For the present, trenching has stopped, and wires are being drawn into the conduits now laying in the bottom those trenches. The trenches are now filled in, with grass now restoring the park like ambience! The current work is targeting the new control system in Fort Knox to get the missing 5inch signals back in operation. The longer-term plan is to integrate the 7 1/4" signals at the rear of the Park, and eventually, all the signals closer to the Clubhouse.

The next big project is the new workshop, with \$151,000 promised by the new South Australian Government. This has been the result of ongoing negotiation with our local member for nearly two years. At last, we are now starting the serious business of working with the Department of Human Resources – Grants SA and the Unley Council to finalise the necessary documentation to access the grant funding. At the same time, work has begun on formal drawings and specifications to allow us to progress into the planning approval process.

In the face of these major projects, the 3 ½ " modification in the 5" station has still managed to progress enough to allow small engines to go into the siding for a rest.

Insurance was a very big distraction in 20-21. This year however, we were successful in maintaining our insurances with only a very minor premium increase. In the face of dire predictions for Public Liability Insurance, we have, so far, survived. It is clear that the Club is facing ever increasing bureaucratic demands as the insurance industry reacts to expensive natural disaster claims, amusement ride claims, and the growing tendency for litigation to ransack their coffers.

Following the resignation of the initiators of our IT system, a new band of members has ensured the ongoing operation of the web site, and the Facebook pages. In particular, the official website has expanded it's horizons considerably, with the intent to keep fresh stuff happening. If you haven't had a look recently, please rectify that deficiency. My

thanks go to both those who initiated the setup, and those who have ensured its continuity.

While the Treasurer deals with the dollar numbers, I can say here that we finally have the electronic ability to conduct transactions, both inwards, and outwards, via CommBiz. While this is relatively new, it shows great promise, both from an operational, and record keeping perspective. The Auditors are drooling over the amount of data available for examination!

Of course, we had our usual special events.

The first of these was the Show of Work and Auction in November. A new addition to this was several technical talks, on the subjects of home foundry work, Silicone rubber moulding, and lathe tool grinding. This latter proved so popular that it was repeated as an after-meeting talk. A video of it is on the Website too!

The Auction netted a goodly sum to maintain a smile on the Treasurer's countenance, and several members were able to inexpensively augment their workshops.

The Show of Work, being held on a balmy afternoon, provided a significant insight into the diverse interest of the members. Having the Show of Work during daylight hours appears to have been accepted as a beneficial change, and certainly allows of much greater interaction between members eager to learn from each other.

The next was the Christmas get together, where we provided a roast dinner for all, in the process discovering additional master chefs, and an expert at gravy thickening. Thanks must go to the members of the Carey Gully CFS Brigade for allowing the loan of their large roaster. The first event for 2022 was to be the annual invitation Day for other clubs. However, high temperatures forced a postponement until later in the year. When it did happen, it was on a weekend, and that allowed visitors from as far as Port Augusta to come along. Once again, the weather was in our favour, and based on video taken on the day, many people had a very enjoyable time.

An unusual event was held in March – the inaugural world series Putt Putt Boat challenge. This too was a lovely balmy day with a mirror like finish on the pond. A great time was had by all, even though there was clearly a very serious side to some of the races. Several other vessels, powered by very gentle breezes also plied the waters of the pond.

The final event was the Safety Valve Sizzle, held in the depths of winter so that the clouds of steam are extremely voluminous.

As this is my valedictory report as President, I just want to re-iterate how pleased I have been at the vast amount of effort you members have put into SASMEE over the last three years. I do really appreciate your efforts, and I apologise if there is some person, group, or project that I have forgotten to mention.

Thank you all.
Bryan Homann

IN THE LIBRARY

Max Shuard

The library is open from 7:00 to 7:45 on General Meeting nights. Also, I generally attend the public run days and Wednesday working bees, so if you are looking for something, please just ask.

At the end of this Bulletin, as well as a list of Elected Members, there is a list of Members who have accepted nominated positions. These positions are important in keeping the Club running. Missing from that list is Bill Coles. Bill has held many posts in SASMEE, but most of all, has been involved in the Library and the Bulletin since 1982. Forty years! He has finally decided to hang up his spurs. A sincere thanks to Bill for not years, but decades of valuable service to SASMEE.

Book of the Month

Miniature Internal Combustion Engines – Malcolm Stride

Tired of steam propulsion? Electric a bit passe’?

This is the book for you! The author starts with a very informative history of the types of IC engines, including many variations on the basic theme. He then goes on to describe the manufacture of each element (e.g., crankshaft, block, cylinder etc.) in detail. The detail included is impressive, covering two stroke and four stroke as well as single and multi-cylinder engines. There is also a virtual treatise on

timing, covering the issues involved with each type of engine and solutions for each problem.



The book is very well written and an easy read. So, even if you are not intending to build an IC engine, it is a good reference on the topic of IC engines.

And if you are thinking of building an IC engine, what about the Funck six-cylinder two stroke rotary? There is such a beast. It has been described as “not without some complexity”!

TECHNICAL MATTERS

IN THE WORKSHOP

Tool Feature

Over the last couple of years, a number of interesting tools have been featured. Tools, sometimes for a single job, or sometimes for a particular function. Most, but not all, are home made. So, if you have anything you have made or acquired to solve a particular problem, could you let me know and it will be featured for all members to see? Ed.

Optical Centring Microscope

Bill Coles.

Back the late 1990`s I was laying out the frames of a loco with a ruler and scribing block and centre punching the intersections. Picking up such marks for drilling does not always give the best results. [No digital readout facilities.]

In the Model Engineer of September 1999 there was an article titled

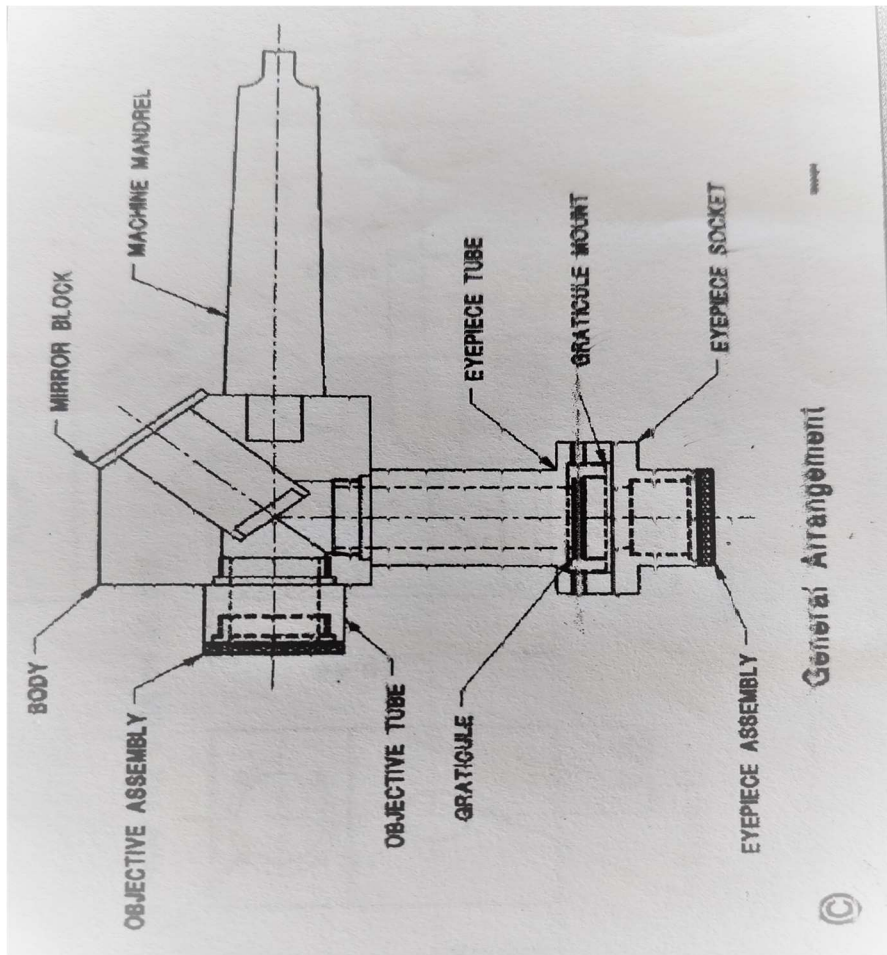
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pg. 10

“Optical Alignment for Machine Tools”. The article described the manufacture of a Microscope which could be adapted to the accurate setting of lines, centres etc. The use of such optics in industry have been used for many years with the apparatus being of a price usually out of the range of our pocket money.

So, I took time off and set about producing the device that could improve my situation.

The M.E. Article was well explained, with the machining processes demanding a dedicated degree of accuracy. But no more than can be



handled in the home workshop. [see General Arrangement].

The components are of Alloy. The machine mandrel can be to suit your

machine spindle. In my case it is a #2 Morse taper tapped 1/4BSF for a drawbar.

The optics were purchased from Edmond Scientific in the U.K. who at the time were offering these as a kit. Do not know of the present status.

Some interesting demands are that all the threads must be screw cut. They are short in length and finish against a shoulder. Just to add to the mix they are of 36 t.p.i. Thread depth of 0.018". For interest the usual thread diameter is 51/64" x 36, being the original Microscope International standard.

The project was duly completed and my attempts at black anodising turned out to be a flop so black flat paint was applied to the internal surfaces for non-reflective purposes. With centre calibrations carried out the unit was used to allow precise location of intersect lines and subsequent drilling. The process of drilling etc is slowed down due to having to insert and remove the unit prior to the hole being produced.

Recently I had reason to use the unit after some time. In peering into the unit things were not as clear as they were/should have been. I determined with the aid of magnification that my eyesight was not as it was in the original setup. Surprise!!

Being a hoarder of things and with some words of wisdom from my son who has a background in optics I modified the eyepiece assembly by the addition of a sliding optic which allows me to correct the focal clarification. Bit more alloy machining and screw cutting. Fortunately, I had kept my original thread gauges and all fitted well.

It was one of those projects that said "I would like one of those". Turned out a very handy bit of workshop equipment.

The extension to the left is a sleeve screwed to the original body which was bored a close sliding fit on an old microscope eye piece. This addition is being used to optimise ones' personnel eye sight conditions.

In operation the unit is lowered down [carefully] toward the workpiece

until a fairly clear picture is obtained. In my case this has been established at 1.750" as a constant, so I have made a piece of wood as a spacer between the objective assembly and the work.



The eyepiece is then adjusted to bring the graticule into focus which has a series of rings which allows a final X-Y adjustment over your intersection point. The graticule also has a set of cross hairs. You can then lock your table. Remove the unit and spot/drill your hole.

The unit requires an initial calibration to ensure it represents the true axis of the mill/drill spindle. There are 4 adjusting screws in the eye piece tube flange. You clamp an object in your vise with a dark background and a centre dot. Bring the unit into position and adjust to see the dot. Rotate the microscope 90 degrees. Adjusting the screws to centralise the graticule is a bit fiddly but by swing back and forth and making corrections you will find the dot does not move. True spindle centre is established.

You should be able to transfer the unit from machine to machine and pick up the spindle over the work piece with confidence. I have used the unit to pick up the centres in a dividing head. Lathe tool height from the tailstock.

Of late, there has been some interest shown in the springing of locomotives, and some of the unforeseen traps that can emanate from said springs.

As is often the case, springs are decided upon by look, feel, and availability (unless you are one of those people who likes to do calculations and then “roll your own”.

Probably the most useful information that can be gained from an existing spring is how much it changes its length under load.

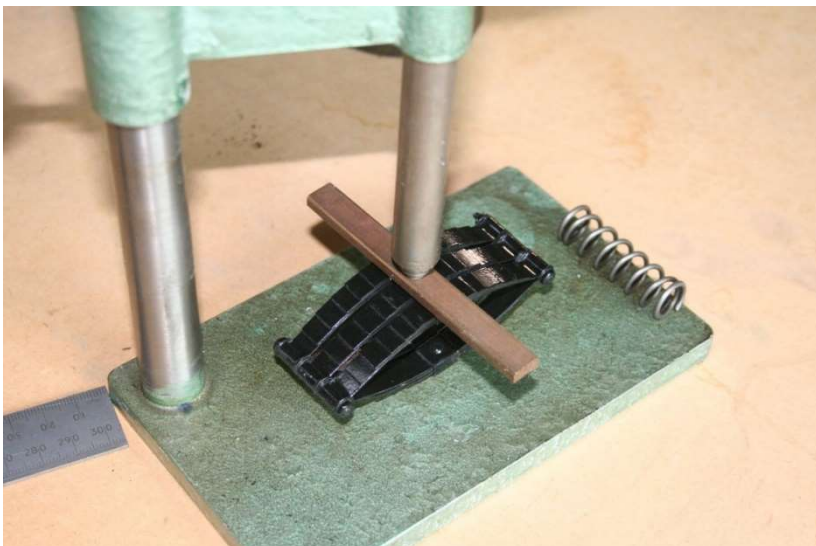
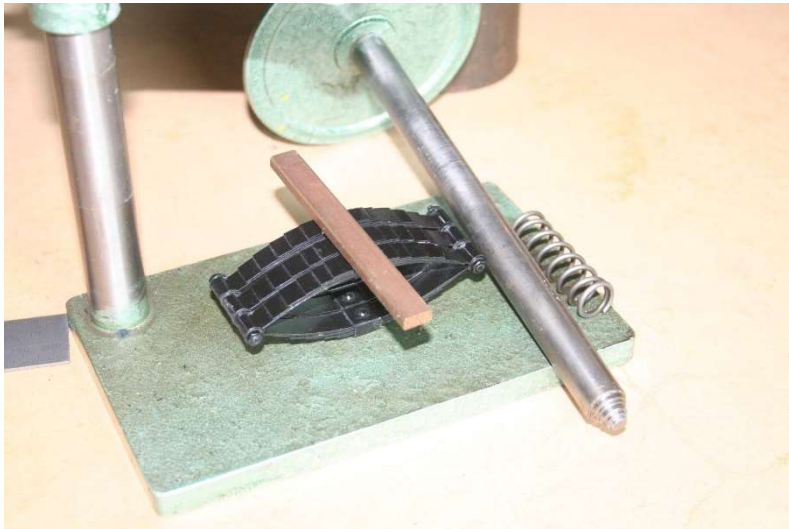
Generally, not being an enthusiastic spring winder, I have usually resorted to getting springs from a commercial maker – some actually let you crawl around in the boxes of springs that get swept up off the floor. Very cheap generally, and sometimes one spring short of what you want!

Anyway, having got the prize home, it is a good idea to see if the springs will actually support the load of whatever is going to sit on them, preferably by changing length a bit, without going solid.

My quick and dirty solution was to make the device in the attached photos. Basically, put the spring between the base and a free running bar with a flat top, add weights, and measure the deflection. Using a ruler (or a height gauge if you have one). Don't forget to weigh the bar



and flat top, or measure its effect first). The bottom of the bar, in my case has some random steps machined into it to help in stopping coil springs doing a “sproing!!”, and heading off to live with the local spiders in some dark and mysterious part of the workshop. This is an unhappy event if you had exactly how many springs you needed! There is a threaded hole in the base so that a similar very short rod can be fitted to aid in the anti sproinging business.



I have made the support for the bar pretty sloppy to avoid friction effects, but it might be a nicer job if it were a little tighter in tolerance, and maybe fitted with a means of keeping it centred (maybe a square bar in a square hole).

Once knowing the spring rate (weight/deflection, grams/mm etc), you have the opportunity to see if the spring has got what it takes. For determining what spring load, you should be aiming for, it is useful to know what your model (presumably a train part, not a boat) weighs, and the likely distribution of that weight. This is not a simple matter and would be the topic for an excellent article by someone who knows what they are talking about.

CLUB ACTIVITIES

SASMEE AALS Award

John Monteodorisio

At each AALS Convention over the past few years, SASMEE has awarded a trophy. This trophy is for the:

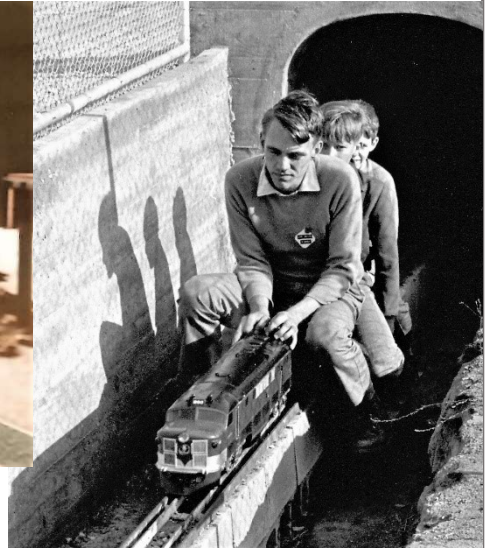
Best Non-Steam Australian Prototypical Locomotive

And it has an interesting history. In 1964/65 a young model engineer showed up at a convention with a 900-class diesel locomotive, powered by a 2-stroke engine. Shock, horror! This caused an uproar, which nearly had him removed from the convention. However, some compassion was given to the then 16-year-old and he was allowed to stay and run his locomotive.

This locomotive still works well, and now it has been converted to an electric drive. It is often seen at SASMEE hauling passengers, with the now somewhat more mature builder/driver in charge wearing his characteristic grin.

Since then, the percentage of “Diesels” (actually electric, petrol, hydraulic or real diesel) has grown, with a large number being represented at each convention. With the generation of modellers

who did not grow up with steam, and older modellers who are attracted to the simplicity of “Diesel” the proportion is likely to keep growing.



The locomotive that caused all the trouble!

Bob Smith with his new 900 class.

Believing that the introduction of an award would benefit the hobby as a whole and would encourage improvement of models in pursuit of excellence, some years ago, SASMEE introduced a trophy for the Best Non Steam Australian Prototypical Locomotive.

The criteria for this award are:

- The model must be a scale model of an Australian prototype.
- The model must be a working model and be working during the convention.
- Models built by commercial or professional builders are not eligible.
- A locomotive may be awarded once only.
- The award is judged by the SASMEE and AALS judges.

- Each winner shall place a photograph in the accompanying album.
- Each winner shall inscribe the shield with their name, club, date and type of locomotive.
- Each winner shall inscribe the small trophy to keep.
- Each winner shall arrange for the shield to be at the next convention.

Here is the list of the winners of the SASMEE trophy.



Damon Grundy - 2022



Len Whalley – 2019



Peter Nixon - 2017



Ian Arstall – 2016



John Monteodorisio - 2015



Matt Leslie – 2014



Barry Webb – 2013



SASMEE Member John Monteodorisio awarding the SASMEE trophy shield to Damon Grundy at this year's AALS Convention.

Sir D Boyde

The London and North Eastern Railway (LNER) **Class K1** is a type of 2-6-0 (mogul) steam locomotive designed by Edward Thompson. Thompson preferred a simple two-cylinder design instead of Gresley's three-cylinder one. The seventy K1s were intended to be split between the North Eastern Region of British Railways and the Eastern Region of British Railways.

And what has all that got to do with SASMEE? Well, member Jack Soames has built a beautiful model of one. It has featured at the annual "Show of Work" over the years as the photos attest.

The model won Jack the Sydney Society of Model Engineers trophy for the best exhibit at the annual AALS Convention this year.



2017



2019



**The finished model
basking in the
afternoon sun.**

**The Real
thing! It is
hard to tell
the
difference.**



Jack receiving the award at the AALS Convention

Modelling can take many forms. Here is a model train for three-year-old Avni. I sure it was really enjoyed by all the family.



SASMEE hosts many birthday parties. It is a great place for families to gather and have fun.

Safety Valve Run

The Safety Valve Run – the first for a couple of years – was held on 9th



July. A cold day and night, but at least fine with no rain. The cold weather really shows up the steam engines, with steam everywhere.

Alexander Dyson-Smith's Holmside "Old Tom"

Rohan and Sooty



**Der Adler (The Eagle) and
Lion in the Garden.**



Chatting





Trevor and John with John's 500. Look for this and many other SAR locomotives at the Webb weekend.

Alan with his Heisler. This locomotive has a long history with SASMEE. Built by Graeme Driscoll and passed onto Michael Tingay, Alan has had it now for a couple of years.

Photographs courtesy of John Brougham.



A winter visit to SASMEE

Article and photos by Bill Wall of NDMES, WA.

I recently had a visit to the South Australian Society of Model and Experimental Engineers (SASMEE) at their railway park in Millswood, just outside Adelaide.

I was made very welcome by all the members and was given a tour of their facilities before they ran. I was pleased to find their members were also interested in hearing about our club.



The SASMEE track is 5" and 7 1/4" in a double loop at ground level, with two tunnels with one track running through each. Signals cater for train movements safely.

On the day I visited, they ran one 7 1/4" steamer and two battery locos and a large diesel similar to ours. There were about 250 passengers throughout the day with bookings done by an agency and a few walk-ins.



They have two separate stations that allows less queuing for the passengers. In the middle is a lake with model boats moving around, and near the entrance is a garden railway that the public can view from the tunnel overbridge. I was pleased to see a GWR loco running on

that track. Also within public view was a steam boiler driving a few full-size stationary mill engines in an open shed.

During the public running they had a power cut, but were able to continue running with members on point duty for signals and safety. Interestingly, they mentioned the high costs of insurance and have gone self-insured with a broker in Melbourne.

It was very cold on that particular day and a few hot teas given to me and my wife helped us to thaw out a bit. I also bumped into a member Trevor Morcom who does a bit of part time machining for the Adelaide-based Allchin Builder's Group and it

turned out he was the chap who did the new flywheel for my Marshall and sent it to Perth. So, we had a long chat about my project and he was pleased to have been involved.



SASMEE use a walk-behind battery-powered pallet forklift which is fixed to a track for unloading their locos, which is very easy to use.

The club is located between two metro

railway lines and the drivers on most trains gave us a toot as they passed and our passengers all waved back.

It was a very pleasant day and I thanked them again by email on my return to Perth.

Thanks to Bill for this article. See the Northern District Model Engineering Society at <https://www.ndmes.org.au/station-stops/steamlines> Ed.

Identity?

This locomotive was found in Graham Driscoll's shed, under much dust and many cobwebs. Graham cannot remember where or when it came into his possession, but he has had it for a long time. It is 2 ½" gauge, finely built. There are also parts for an incomplete tender. That indicates that it was probably locally built and possibly by a past member. *If you have any thoughts that could throw some light on the provenance of this locomotive, please let me know. Ed.*



Malcolm Ambler is pouring tea in the old canteen. Denis Irving has his back to the camera. The photo was taken in the mid 1970s.

Who is that in the centre of the picture?

Buy and Sell

This has now been shifted to the SASMEE Website. Under the ABOUT SASMEE Tab. No password required.

If you have anything in the workshop and model engineering area that you would like to buy or sell, please let me know.

Keep monitoring this site. There is a lot of good stuff.

Up and Running

Since the last Bulletin, Public Run Days were held on the 21st May, June 18th, July 3rd and 16th, and August 7th. The run day on June 5th was cancelled due to the weather. There was a Safety Valve run for Members held on 9th July. From May the public admittance has been progressively raised from 250 to 400. Here are some selected details.

The Run Day on 18th June had the following contributions:

5" 7 ¼"

- Sooty Rohan Garrard
- De Winton Cameron Dicker
- 627 Paul Dickinson
- Sir D Boyd Jack Soames
- LMS 1831 Ainsley Cuthbertson

On the 3 ½" 5" track were:

- 900 Bob Smith
- Apprentice John Bellew
- 520 John Mere
- Heisler Alan Thomas
- NSU 57 Kingsley Martin
- Sweet Pea John Lyas

Some of the boats on the pond were:

- | | |
|--------------------------|----------------|
| • Raeleen M Trawler | Michael Priest |
| • Zuder Zee Tug | Mike Turner |
| • Pusher Tug, Racer | Jeff During |
| • Speedalong, Air boat | John Harris |
| • Pride of Firth Trawler | Bob Smith |

On the Garden Railway

- | | |
|------------------|------------|
| • Thomas, Edgrid | Max Shuard |
|------------------|------------|

In the Boiler House were Bernie Dickinson, Bryan Homann and Michael Moyse.

On the stations were Jeff Schaefer, Dorothy and Malcolm Ambler and John Monte.

In the Canteen were Mary Homann and Graham Gaetgens.

On the gate were Trevor Morcom, Greg Weaver and David Hawkins. Safety Officer was Geoff Hall.

The Run Day on the 16th July was a cold wintery day with a reduced number of visitors. The day had the following activities:

5" 7 ¼"

- | | | |
|-----------|---------------------|----------------------|
| • 351 | Ainsley Cuthbertson | |
| • Sooty | Rohan Garrard | Guard Cameron Dicker |
| • Black 5 | Allan Wallace | |

On the 3 ½" 5" track were:

- | | |
|--------------|-----------------|
| • 900 | Bob Smith |
| • NSU 57 | Kingsley martin |
| • Heisler | Alan Thomas |
| • Apprentice | John Bellew |

On the pond were:

- Pride of Firth Bob Smith
- RAF Air/sea rescue Michael Offler
- Dolphin Tug Michael Priest

On the Garden Railway

- Ruby Max Shuard

On the stations were Enzo Greco, Brian Leach and Michael Taliangis.

Bernie Dickinson and Michael Moyse attended the Steam House

In the Canteen were Mary Homann, Toni Offler and Greg Weaver.

On the gate were Trevor Morcom and Michael Turner.

Geoff Hall was the Safety Officer.

The Run Day on 7th August had the following contributions:

5" 7 ¼"

- Sooty Rohan Garrard
- Black 5 Allan Wallace Guard Geoff Hall
- 351 Michael Taliangis
- 5" Jak Barber

On the 3 ½" 5" track were:

- Heisler Alan Thomas
- Apprentice John Mere
- NSU 57 Kingsley Martin
- Daisy Michael Offler
- 900 Bob Smith/Ainsley Cuthbertson
- GNR 457 Simon Lindsay
- Pennsylvania Philip Mere

The pond was alive with:

- Speed Boat Jeff During

- | | |
|------------------|-------------|
| • Tug Boat | Jeff During |
| • Pride of Firth | Bob Smith |
| • Blue Air | John Harris |
| • Speedalong | John Harris |
| • P. S. Curlip | John Foster |
| • No5 | John Foster |
| • Airboat | John Foster |

On the Garden Railway

- | | |
|----------------------|------------|
| • Ruby | Max Shuard |
| • Thomas and Friends | Max Shuard |

Able assisted by Jacob Mere – aged 9.

In the Boiler House were Bernie Dickinson and Michael Moyse.

On the stations were Enzo Greco, Toni Offler, Malcolm Ambler and Matthew Longman.

In the Canteen were Mary and Bryan Homann and Ian Thomas.

On the gate were Trevor Morcom and David Hawkins.

The Safety Officer was Geoff Hall.

Meetings

The June General Meeting was held at the club. After the meeting there was a discussion on proposed changes to the SASMEE Constitution.

After the July General Meeting, there was a discussion on the proposed new workshop.

The August meeting also held the Special Meeting to vote on the Constitution and also the AGM, so no talk was held.

Efforts are being made to provide interesting and topical talks after each General Meeting. If you have any ideas, requests (or better still!) offers, please let me know. Ed.

SASMEE PROJECTS

3 ½ - 5" Track.

3 ½" track around from the north side of the station to the mainline is complete. There is still some rail to be laid in the siding.

5 – 7 ¼" Track. Some realignment has been undertaken on the curve entering the station.

Signalling Works.

The trenching is complete and significant cable has been laid. Some of the signal masts and footings have been refurbished or rebuilt. The work is ongoing. The main work is now threading the cables and setting up the control panel in fort Knox.

7 ¼" Riding Cars.

All SASMEE 7 ¼ have been fitted with matching Jiffy-Matic fittings. Thanks to Allan Wallace. There still quite a bit to do. Ultimately, many of the riding cars will need to be overhauled with wheels to be reprofiled or replaced.

U33.

After many years of faithful service, U33 has been taken out of traffic for a full overhaul. The work will include an overhaul of the hydraulic system including the replacement of all hoses, complete refurbishment of the bogies, check of the wiring and painting. This will take some months to complete which may affect the Clubs capacity on the 7 ¼" track.

BL Shipway have been very generous with their time in examining the hydraulic system and advising on requirements.

SASMEE BUSINESS

Constitution.

At the Special Meeting held on 9th August the Draft Constitution was endorsed. The next step is to forward it to the Department of Business Services. They will assess the document and advise whether it complies with all requirements. This may take a couple of months.

In the meantime, work is continuing on revising and updating the Regulations. Once approval has been received from the OBS and the draft Regulations are complete, there will be another Special Meeting for members to endorse the Regulations and approve implementation of both the Constitution and the Regulations.

Vale Barbara Beal

David Hawkins



In 1981 Barbara married John at the All Saints Uniting Church in North Plympton and becomes a stepmother to Tricia and Taffy. She also joined the South Australian Society of Model & Experimental Engineers as a family member.

1982 she is approached by the now late Fred Gordon to see if she would help in the canteen at S.A.S.M.E.E, eventually becoming the manager. This position she held for 15 years, retiring in 1997. The club gave her an engraved tray for her efforts as the canteen manager. Barbara & John both attended several Model Engineering conventions, the 1982 one at the Sydney Society of Model Engineers being very wet.

Barbara & John both attended several Model Engineering conventions, the 1982 one at the Sydney Society of Model Engineers being very wet.

For many years at both S.A.S.M.E.E. and the Penfield Model Engineers Society, she had a table to sell souvenirs to the public and members alike. People remember buying books, spoons, badges and coffee mugs etc. The club members were interested in her small BA size and metric nuts and bolts that she sold.

On the 7th of July, she had a fall at home and was admitted to hospital again and it was discovered that this was from kidney failure. Barbara never recovered from it and she passed on Saturday 16th July at 6.00 am in the morning. R.I.P. Mother.

SASMEE is very saddened by Barbara's passing and extend our condolences to David and John. Ed



Boiler House Attendants.

Bernie is looking for some help in the Boiler House. The Boiler House and its vintage and model machinery are one of the unique features of SASMEE Park. It is powered by a Maxitherm gas powered automatic boiler and is run each public field day.

If you are interested in learning about the boiler and the features of the Boiler house, drop into see Bernie for a chat or contact the Secretary on SASMEE.Librarian@outlook.com

Food Safety Course

There is a very good food safety training course online at:

<https://dofoodsafely.health.vic.gov.au/index.php/en/>

Anyone involved with the Canteen is encouraged to undertake this course. It covers the basics and gives good advice on food handling for public areas.

Web Site.

A lot of work has gone into updating the SASMEE Website. Particularly the Members' area. As well as the Bulletins, there are areas for the library catalogue, training documents, relevant forms and a smattering of technical papers.

In the About SASMEE tab there is now a Buy and Sell, Members' Articles and advice for Guest Operators. The Website is a resource for members, please use it. It is still a work in progress and any suggestions are welcome.

REMINDERS!!

3 ½" 5" Track

The new track has plastic sleepers and where it is now at ground level, it is not to be driven on with road vehicles.

Working with Children

And for those who still haven't undertaken their "Working with Children" clearances, these are still necessary, so please get on the case.

You will soon receive some explanatory notes on this issue. It is vital SASMEE has up to date information.

Sign In Requirements

It is a requirement to sign the attendance book whenever you are on site at SASMEE. This is an important requirement of the SASMEE insurance and failing to sign in may mean you are not covered in the event of an incident or accident.

Note that you are now asked to enter the time of arrival and the time of leaving.

So please remember to sign in whenever you are at the park, even if there for only a short time.

ELECTED MEMBERS 2022/2023

Below are listed the elected members and contact numbers.

President	Ian Thomas
Vice President	Bryan Homann
Secretary	Max Shuard
Minutes Secretary	David Hawkins
Treasurer	Mary Homann
Asst Treasurer	Trevor Morcom
Safety Co-ordinator	John Bellew
Councillors	Alan Thomas
	Greg Weaver
	John Mere

There are a number of non-elected positions required for the running of the club. Below is the list of these positions and the appointees from 2021/22. This list will be updated after the next Committee meeting.

Public Officer	Alan Saunders
Canteen Managers	Bryan and Mary Homann
Track	Michael Hattersley, Michael Moyse, Rohan Garrard
Track Signals	Michael Moyse
Coal Monitor	John Mere
Rolling Stock Inspector	Ian Thomas, John Mere
Boiler Inspectors	Bryan Homann, Simon Huntington, John Monteodorisio, Peter Hoye, Allan Wallace
Auditors	Graham Gaetgens, Michael Moyse
Fire	Jake Barber
Buildings	Geoff Hall
Rubbish Collection	David Hawkins
Librarians	Mike Turner, Max Shuard
Bulletin Editor	Max Shuard
Pond	Jeff During
Garden Railway	Alan Thomas
Boiler House Manager	Bernie Dickinson
Driver Trainer/Assessors	John Mere, Rohan Garrard
Competent Person AALS	Allan Wallace
Facebook Moderator	Alan Thomas